

The prohibition to transient aircraft in utilizing the 3 affected airports (dubbed the "DC-3") has reduced the utility value of my aircraft. Additionally, the loss of the functionality of the VFR corridor due to the 15-mile TFR is causing me to be under positive control when transitioning at low altitude from my home based airport, Frederick, to points south. This is adding unnecessary workload to the Potomac Tracon.

The DC-3 airports and the VFR corridor must be re-opened to all transient aircraft so to efficiently utilize the airspace.